



## INTIMATION.

A. S. WATSON &amp; CO.

LIMITED.

ESTABLISHED A.D. 1841.

WE BEG TO NOTIFY THE ARRIVAL  
OF OUR NEW SEASON'S

## CONFECTIONERY

COMPRISING SELECTIONS OF THE

PUREST AND BEST DESCRIPTION,

FROM THE SIMPLEST QUALITY TO

THAT OF THE FINEST AND MOST

RECHERCHE CHARACTER. IM-

PORTED FROM THE LEADING

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON &amp; CO.

LIMITED,

THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

DEATH.  
On the 16th October, at 4:30 p.m., at No. 1,  
Ormeby Villas, Kowloon, ALEXANDER GEDDES  
ATKINS, aged 65 years.The Daily Press.  
HONGKONG OFFICE: 14, DES VIEUX ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 17th October, 1901.

THE iteration of the remark that Hongkong is not as other colonies are, perhaps like to become wearisome, but the fact nevertheless remains that we live in a city which is unique in many disagreeable ways. We have had occasion several times to remark on the disgraceful state of the road along the harbour front, from Blake Pier westward. Unfinished, unsurfaced, and used as a temporary dumping-ground for rubbish of the most miscellaneous character, it has for long been a curious spectacle for visitors to this growing Colony and a source of disgust to residents. During the height of the recent plague epidemic complaints were many and strong about the constant depositing of general refuse at the side of the so-called road in squilid heaps, among which the most miserable class of natives were wont to search for trifles which might be of use to them. Little or no notice was taken of the well-justified complaints even during the dangerous season. Now affairs are infinitely worse. It is a habit for boats with all kinds of objectionable rubbish on board, scavenged from native houses, to judge from a rearance, to anchor at night in the neighbourhood of the Douglas Pier. The mere presence of these ill-smelling boats, no better than water-dust-carts, has in itself, as may be imagined, a most polluting effect on the air. There are a number of Europeans dwelling in the vicinity, whose homes are thus rendered disagreeable, if not actually dangerous to health—though we should imagine that the latter danger is very probable. But this is not all. Large heaps are now constantly deposited on the roadside, near the Harbour, and lie there all day long. Whether these accumulations are deposited by the boats or brought down at night from the City we are unable to discover; of their presence there can be no doubt. Anyone walking yesterday down Connaught Road westward from Blake Pier might soon have satisfied his eyes—and nose—of this. A few yards beyond Blake Pier itself was a heap, or rather, a series of small heaps, of decaying flowers and vegetables, old cooler-hats, wickerwork fragments, tins, broken bottles, and filth of all kinds. Then beyond the Douglas Pier was a far larger heap, which was close on twenty yards long, of similar garbage and general refuse. Among these wretched looking objects, adults and children were hunting, picking up such of the unpleasant collection as struck their exceedingly economical fancies. The air, as may be imagined, was unbearable in the neighbourhood, the most pleasing suggestion being that of a none too fresh onion somewhere in the heap. The scene was simply disgusting. We are informed that the Police state they have no power in the matter. May we ask whether the Sanitary Board is equally powerless? If it is not, how is it that the nuisance has continued so long unabated? Have the Sanitary Inspectors never the opportunity nor the inclination to go further west than Blake Pier? If they merely tolerate the abuse of decency which we have described, then they are neglecting one of their elementary duties. The existing state of affairs would not be a credit to a Chinese village. In an English Colony it is a scandalous outrage against the residents. It would be advisable for the Sanitary authorities to see that an end is put to it before the commission of experts reaches Hongkong. It is well not to let them receive too unfavourable an impression when they land.

We received an intimation yesterday night that at 7:30 p.m. the typhoon seemed to have left the neighbourhood, travelling to the westward, heading to the south of Hainan.

The boxing match between Bentley and Phillips is likely to come off at the Theatre Royal next month, and a fine contest is looked forward to by local amateurs. The number of rounds, we believe, is likely to be fixed at 20.

The Korean Customs have engaged three Japanese graduates of the High Commercial School to serve in the capacity of clerks. This idea is said to have originated with Mr. Leavy Brown, but it is thought probable that Mr. Gubbins had much to say to it.

The German Mail steamer *Hamburg*, on which Sir J. W. and Miss Carrington are homeward-bound, was unable to leave the harbour at her stated time yesterday, owing to the threatening aspect of the weather, we were informed, the captain considering it unsafe to venture out until the weather clears somewhat.The P. and O. steamer *Shanghai* arrived at Plymouth on the 15th ult. with over a hundred men of the Royal Marines, who have been relieved after two years' service at Weihsien.

The men took part in the fighting in China, a number of them being members of the besieged Legation guard, while the others were in the relief expeditions. Sixty-three of the men landed at Plymouth, the remainder proceeding to London.

We have received from Mr. Mac Cheung two excellent photographs of the Volunteer Parade on Saturday, the 12th inst., at which Lieut.-Col. Sir J. W. Carrington, C.M.G., bade farewell to the Corps. One represents H. E. the Governor, Major-General Sir W. Gasegoone, and Sir John Carrington standing in front of the corps, and the other the whole of the corps drawn up across the Parade Ground. The photographs are most interesting mementoes of the occasion.

The *Japan Mail* says:—“The British and other European as well as the American residents of Hongkong have subscribed a sum of thirty thousand dollars towards a memorial to her late Majesty Queen Victoria, and the Chinese community have contributed thirty-five thousand dollars for the same purpose. The monument ought to be something very handsome.” Our contemporary perhaps does not appreciate the fact that the monument in question will be in London.

As already announced, Professor Davis will give to-night at the Theatre Royal, City Hall, the first exhibition of his interesting entertainments “Fantastiques,” a similar exhibition to that with which he has just made such a hit in Manila. The Professor will introduce to-night a number of the latest and most amusing experiments in “latter-day magic,” which he has acquired, during a tour lately on the Continent of Europe and in Great Britain. The programme promised us comprises magical illusions, ventriloquism, anti-spiritualistic feats, Music, and the new Parisian sensation “How Modern Ghosts are raised.” Mr. Davis will be assisted by an efficient staff, and Mr. Cullen will sing some ballads during the latter part of the programme.

A telegram received in Tokyo says that Russia has asked China for a concession to build a railway from a point on her present Trans-Asian line to Malinschikin on the Mongolian frontier. Russia's railway activity in Asia is very striking, comments the *Japan Mail*, especially when one comes to consider the provenance of the money. She seems to be constantly obliged to have recourse to the French exchequer for the purposes of her home finances, yet she spends immense sums abroad on railways which are not likely to give any adequate return for many years to come. Her energy is certainly very admirable. The man at the front in her case never remains idle for a moment. Every agent, military or diplomatic, that she has abroad, seems to devote his untiring energies to the one business of extending her empire.

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The match between Messrs. Reid and Green on the 17th inst. for the tennis championship of the Singapore Cricket Club ended in a score of 6-2, 6-3, in favour of Green.

Judge Kincaid, of the Court of First Instance at Manila, is said to be already disgusted with the affairs there as they exist,

and has tendered his resignation, intending to return to his own private business and his native state of Texas.

The Chinese in the town of Bandon, in Siam, had a rather exciting fight one night about a month ago. The police got badly mauled about, but when the Governor turned up with armed men the rioters disappeared. One man lost a leg, another an eye, and the list of minor injuries was a very long one. Next day the leading Chinese farmer in the town sent the Governor some valuable presents, but they were returned with the intimation that the Siam Government paid the Governor's salary, and that he did not require to have it supplemented by presents.

One of the busiest men in South Africa, says the *Daily Mail*, is no doubt the press censor at Johannesburg. And yet even he has his leisure moments. Quite recently a young Colonial lady came to England on a transport, and from La Palma she wrote to her sister at Johannesburg, giving an account of the voyage. The letter was written in a hurry, and contained a few slips in spelling and grammar. Before it was delivered it passed through the censor's hands, and when it reached the addressee it was carefully corrected all through with the blue pencil of the censor school-master.There is a good deal of sickness in the town just now, writes the *Straits Times*. We learn that there have been three sporadic cases of cholera in town since Saturday last, in two of which the probable cause was the consumption of ice-cream bought from itinerant hawkers on the street. As these hawkers supply the mid-day meal for a large number of clerks and others employed in offices, it might be well to sound a note of warning. Dr. Middleton, the Municipal Health Officer, advises such people to abstain from the consumption of ices, fresh uncooked vegetables, cakes and other similar articles (which though cooked may have been stored overnight in the unsavoury dens where these hawkers live), and sweet drinks. Boiled water and articles freshly cooked should only be consumed at present by those who patronise these hawkers. Two Eurasians have died of cholera in Queen Street.

Some discussion has arisen in the Philippines regarding the claim by Prince Andre Poniatowski, a French subject, to Palawan Island, the furthest south of the Philippine group. In 1900, Mr. J. A. Lowandowski and a syndicate of capitalists secured a concession for fifty years, from Sultan Isidji Muhamad Jamalul Kiran, reigning Sultan of the Sulu Archipelago and its dependencies. This concession was signed by the Sultan and all of his Datus. It granted to Prince Poniatowski the right to introduce any improvements or developments which he desired, and generally to exploit the island. The papers concerning this concession were duly forwarded to the United States Secretary of War, and by him referred to Governor Taft, who placed the matter in the hands of the Attorney-General for investigation, where it now lies. After the opinion of the Attorney-General has been announced to the Governor, the matter will be referred back to Washington for final adjudication. Should the validity of the concession be admitted by the U.S. Government, it is intended systematically to exploit the island. The subscribers for this scheme are said to have \$10,000,000 ready to invest at a day's notice and they are all, with the exception of the Prince, Americans. Should the validity of the concession be denied, then the corollary follows that the Sultan of Sulu is not autocratic, but holds his sovereignty under the United States, and cannot act independently. It is said that the Sultan is inclined to resent any attempt at interference, and the result of denying him the right to make the concession might possibly end in war.

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## TELEGRAMS.

## “DAILY PRESS” SERVICE.

## [FROM OUR CORRESPONDENTS.]

## GENERAL NEWS.

LONDON, 15th October, 7:25 p.m.

## RUSSO-CHINESE TRADE.

Russia's trade with China via Kinkhwa during the first four months of 1901 amounts to 850,000 roubles as against 6,800,000 in the corresponding period of 1900.

## RECTIFYING THE MACAO BOUNDARY.

Senhor Branco, formerly Portuguese Minister of the Interior, is proceeding to Peking to arrange concerning the delimitation of the Macao frontier.

## AFGHANISTAN.

Great Britain has acknowledged Habibullah as Amier of Afghanistan.

## THE MARKETS.

Cotton is slightly easier. Copper is lower.

## REUTER'S SERVICE.

LONDON, 14th October.

## SOUTH AFRICA—THE OPERATIONS AGAINST BOERHA.

The Westralians have captured seven of commandant Botha's wagons. Botha's force, which is now split up into small groups, is gradually being hemmed in, and must either dash through the British lines, across the Baviaan River, or enter Swaziland. The latter course is dangerous owing to the hostility of the natives.

LONDON, 14th October.

## GREAT BRITAIN AND TURKEY IN THE PERSIAN GULF.

The *Daily Telegraph* states that Great Britain has informed the Porte that she will not allow the cession of the port to any other Power.

## CRICKET.

The Hon. Sec. of the Hongkong Cricket Club informs us that the following have been selected by the Shanghai Cricket Club to represent Shanghai in the forthcoming International Matches:—

F. W. Potter, K. J. McEnon, A. E. Lanning, V. H. Lanning, W. H. C. Weppert, W. K. Stanion, Captain Rose, Captain Price, J. Mann, W. J. Turabull, and R. C. Farbridge (Captain).

N. B. Ramsay and E. White will represent Shanghai at tennis.

The Shanghai team will leave by the s.s. *Copie* on the 9th November and are due here on the 11th November.

The members of the Straits Team have not yet been received, but the Eleven will leave Singapore on the 3rd November and are due here on or about the 8th November.

A cricket match has been arranged for to-day, starting at 11 a.m., between Captain Waymouth's team v. a Naval Team. The following will play for Captain Waymouth:—

Major Dyson, A.P.D.; Major Dorehill, R.A.; Captain Cadogan, R.W.F.; Captain Rutherford, R.A.; Captain Clapham, R.A.; Lt. Burke, 22nd Bombay Infantry; Lt. Kriekensbeck, 22nd Bombay Infantry; Lt. Bird Rajput; Lt. Cowle, E.A.; C. M. G. Burnie, K. W. Mounsey, A. Mackenzie, J. Cooper, W. E. Dixon, Private Preedy, R.W.F.; and Capt. Waymouth, R.A. (Captain).

## CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

## A QUERY.

TO THE EDITOR OF THE “DAILY PRESS.”

Hongkong, 16th October.

Sir.—Kindly permit me space in your columns to ask why it is that Hongkong coolies are allowed to carry baskets, water-pipes, and many other kinds of bulky loads on the pavements of the street, especially Queen's Road, to the manifest inconvenience of pedestrians?

Your correspondent the other day saw eight coolie-women carrying baskets suspended on poles, which, judging from appearance, previously contained cement and lime, walking along the pavement of Queen's Road Central near the Clock Tower, dangling those baskets against passing pedestrians, and soiling their clothes, one a lady's white dress. In every other city of the Orient coolies carrying burdens are not allowed on the sidewalks but must walk on the inner side of the road way. If there is no

Ordinance in this Colony to empower the police to put a stop to this nuisance, there ought to be. If there is, why is it not carried out? Yours, etc.

AN ENQUIRER.

## CONCERT AT KOWLOON.

That charity never appeals in vain in this community, when once it has been demonstrated that the object of that charity is a worthy and benevolent one, has yet again been exemplified in the gratifying success of the concert in aid of the Hongkong Missions to Shimon which was given yesterday evening in the bungalow of the Hon. C. P. Chater, C.M.G., by St. John's Cathedral Choir.

Perhaps of all tasks that of organising a charity concert is the most thankless, for if the promoters from any cause are unable to get together a first-rate programme, which, in addition, must go off without the slightest suggestion of uncertainty or hesitancy, the audience is sure to be critical. People forget often the hard work that has to be performed to make even a moderate success of such a function, and do not realise, it may be, that the result, if discouraging, is just as disappointing—nay, more so—to those responsible for the entertainment.

These reflections, however, must not be taken as applying to last night's concert by the Cathedral Choir, for its success was undoubted. It could not well have been otherwise, however, for the Rev. J. H. France, M.A., the hard-working Chaplain to the Missions, found ready co-operation and assistance awaiting him on all sides. Just by showing what a great amount of “begging”—generous, whole-hearted begging—has to be done in connection with a concert of this kind, it may be stated that the Rev. J. H. France and Mr. A. Cunningham, who were responsible for the arrangements, obtained from the City Hall and from Mr. Ah Ling a sufficient supply of chairs to seat the audience free; for the same price Messrs. Watson's, Limited, supplied the temperance drinks which were retailed on the grounds; the Egyptian cigarettes and several bundles of fans came from Messrs. H. Price & Company, also free; and Mr. Ah Ling, who had already contributed his share in the way of seats, further increased the indebtedness to him by lending the crockery for the dispensation of the coffee. The Robinson Piano Company lent the piano and the Hon. C. P. Chater the hall, the *Hongkong Daily Press* supplied the programme gratis, and each of Hongkong's three papers advertised the concert on similar terms. The list is brought to a close by the mentioning of the fact that the “handy man” was not to be outside in the performance of a good deed, and as he had no money to spare he came along, to the number of quite a dozen, and looked after the lifting of the tickets, and so on.

The concert programme was an attractive collection of vocal and instrumental items.

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## POLICE COURT.

Wednesday, 16th October.

BEFORE MR. HAZELAND.

## THEFT OF A PIPE.

Pun Sun, a moulder, visited a house of ill-fame at Yau-nam-ti, and taking a fancy to a white metal water pipe, he took it away with him upon leaving without asking the owner's consent. This omission brought him fourteen days' hard labour.

THE BRITISH DESERTER.

Albert Hind's case of self-confessed desertion from H.M.'s West Riding Regiment was called up again for hearing, but had again to be remanded for a week, owing to no reply having been received up to date from the military authorities.

## BEFORE MR. HALLIFAX.

## GAMBLERS TO THE FRONT.

Twelve men were brought before His Worship, the first two being charged with keeping a common gaming-house at No. 21, First Street, contrary to Police Regulations, and the other nine for unlawfully indulging in a game of chance in the said house. First defendant was fined \$10, and bound over in \$50 personal security to keep the peace for three months, or in default one month's hard labour. The second was fined \$5 or fourteen days, and the rest \$3 or ten days' hard labour each.

Inspector Baker had another dozen gamblers up. The first was fined \$10 or three weeks, second and third \$25 or six weeks, and the rest each \$3 or ten days. The money found on the men and the gambling implements were confiscated.

## OBSTRUCTING THE ROAD.

Tee Lun obstructed the road with a beer barrel, and then, fearful of the consequences of his impudent proceeding, failed to appear to answer to the charge. His ten-dollar bail was estreated.

## ASSAULTING A WATCHMAN.

Private Robert Grandy, R.W.F., Mt. Austin Barracks, was charged with assaulting an Indian watchman in Des Vaux Road, and was fined \$5 for the assault, or in default ten days' hard labour, and ordered to pay \$2 compensation to the watchman.

## BURGLARY.

Pang Tai feloniously broke into the house of Wong Yu Leung, at No. 189, Sai Kok, and stole three jackets, one pair of trousers, two opium and one metal water-pipe, total value \$33.

Accused stated that, as he was going marketing, he saw a man carrying the things to a pawnshop. As he, defendant, went toward him, the other man ran away dropping the articles in question. Defendant picked them up, took them to his house, intending to take them to the police station after close.

He was unable to substantiate his story, and was therefore adjudged guilty and given two months' hard labour.

## THE MANCHURIAN MASSACRES.

## REWARDING THE PERPETRATORS.

The Moscow correspondent of the Times wrote on the 9th ult.:

Major-General Gribsky, Military Governor of the Amur region, who was immediately responsible for the massacre of several thousand peaceful Chinese at Blagoveshchensk and the surrounding country last year, has been appointed Governor of the Province of Archangel. For an official of General Gribsky's advanced age and long service this appointment cannot be regarded otherwise than as a mark of disfavour, but, according to information I have received from the Amur, it would be a great mistake to suppose that General Gribsky is being punished for the massacre. The investigation ordered by the Tsar into the history of this abominable deed was suddenly stopped by orders from St. Petersburg, after it had reached an advanced stage. General Gribsky acknowledged his immediate responsibility, but declared that the blame lay at the door of others, as he merely carried out orders. At this point further investigation was stopped, and the whole question has been allowed to drop for all time so far as Russia is concerned. The world outside Russia will know how to interpret the whole affair, for, while in words Russia has been preaching to England on the text of humanity, the Russian War Office has given, in grim deed, its version of how wars should be really conducted. The appointment of General Gribsky to Archangel is perfectly well understood in the Amur region to be his punishment for having failed to ascertain anything whatever of the movements of the Chinese troops, who constructed trenches and armed them almost opposite to the Governor's official residence, and not a mile away, on the other side of the river. They were thus enabled to create a panic throughout the whole Amur region, which cost Russia dear, and with any other enemy than the unenterprising Chinaman, would certainly have resulted in the loss of the whole province, the breaking of all communications with the west, and complete isolation of the Russian forces in the east, probably for weeks, before Russia could have brought her European troops up to the front. All this was perfectly clear at the time owing to General Gribsky's state of utter unpreparedness and ignorance of what was being done, within a stone's throw of his residence. The great military prestige of Russia alone saved the situation, the Chinese being apparently alarmed at their own success so far as this went. It is impossible to avoid comparing this appointment of General Gribsky to the Governorship of a province with the punishment which the Russian War Office demanded for General Orloff for a less degree of remissness—namely, degradation. But General Orloff had vexed the War Office with protest against his orders to slaughter the peaceful inhabitants in his campaign in Manchuria, whereas General Gribsky faithfully carried out his instructions.

The Tsar, with a just perception of the real merits of the case, commuted General Orloff's punishment to the nominal one of an "Imperial reprimand." General Orloff was in command of a single column, while General Gribsky, according to the information of those who were on the spot and fully acquainted with all the circumstances, risked the temporary loss of an entire province, to say nothing of the indelible blow to Russian prestige among the Asiatic, which must have followed. The comparison of the treatment accorded to these two highly-placed officials is certainly instructive.

The following advertisement is not a hundred years old—it appeared quite lately: A woman of position, fortune, and well connected, but much alone, desires to meet another individual, who may have a fine house with all its accompaniments, but may be weary of loneliness, in fact one who by circumstances is stranded on the shores of time, desirous of sympathy and friendship, to whom advertiser could go as it were on a visit, nothing binding on either side. She would read aloud, accompany in drives, &c. No salary, merely for companionship. London or its vicinity.

## NORTH CHINA INSURANCE CO., LIMITED.

The following are the accounts of the above Company; the report was published in yesterday's issue:

BALANCE-SHEET.		£ s. d.
To capital account	£ 25.	Taels. 226,640.03
2125,000.00 at 2 2/3		125,000.00
To reserve fund	250,000.00	35,022.18
To working account, 1900		4
Amount brought forward	26,101.04	34,520.46
Debtors	30,610.49	6
Interest share dividend	45,454.05	6
To working account, 1901	26,101.04	34,520.46
Amount brought forward from 1900 and previous years	216,802.60	29,245.15
To dividends uncollected	34,520.46	8
	38,040.46	14.14
	Table 1,749,035.08 £225,892.13 0	0
	£ s. d.	

Gr.		
By cash on current and deposit accounts in Shanghai	113,879.67	15,361.17
By Chinese Imperial Government loan of 1886 (2nd issue)	13,750.00	2,520.51
By Shantung Municipal bonds	64,009.00	8,631.68
By Shantung Land Investment Co. 6 per cent debentures	65,220.00	8,811.71
By Shanghai Waterworks Co.'s 6 per cent debentures	20,280.00	2,735.13
By Shanghai Waterworks Co.'s 3 per cent debentures	9,600.00	1,225.00
By Shanghai and Hongkow Wharf Co. 6 per cent debentures	5,300.00	791.92
By Shanghai Mutual Telephone Co. Limited	20.00	26.19
By mortgages on property in Shanghai	13,000.00	5,243.47
By London Freehold property	253,976.00	38,307.37
Cash at bank £ s. d.	5,195.16	0
British Government securities	16,837.10	0
India Government securities	18,991.61	1
Colonial Government bonds	31,987.11	10
Chinese Government bonds	11,291.14	7
Chinese Imperial railway 5 per cent loan of 1899	4,700.00	0
Japanese Government bonds	1,899.87	2
Loan of 1893	8,745.20	0
English railway securities	5,145.77	0
Indian railway securities	17,333.14	0
Canadian Pacific Railway 5 per cent debentures	5,688.15	0
Furniture accounts—London and Manchester	325.00	0
Prussia gold standing, bill receivable, policy stamps and drafts in course of collection	8,571.03	0
£135,168.81	1	1
Loss—Due to sundries	5,067.31	1
	964,157.15	130,191.51
By Hongkong branch	19,631.30	2,618.38
By Yokohama branch	21,009.50	2,816.22
By Singapore branch	14,234.00	1,920.32
By furniture at head office, Hongkong, Yokohama and Singapore branches	2,548.91	313.14
By sundry	1,000.00	0
By London	1,000.00	0
Freight, etc. outstanding at head office and agencies	36,627.52	0
Loss—Due to sundries	4,767.00	0
	21,850.35	4,207.11
	Table 1,748,035.08 £225,892.13 0	0
	£ s. d.	

WORKING ACCOUNT, 1900.		Taels.
To interest	65,024.26	
To interest	56,390.51	
To transfer and certificate fees	66.00	
	Table 736,770.77	0
	£ s. d.	

Cr.	Taels.
By agency commissions	15,599.50
By charges at head office, branches and agencies	120,832.88
By directors' and auditors' fees	4,900.00
By income tax	3,759.72
By depreciation furniture account	232.26
By exchange account	9,866.94
By losses and claims	273,121.13
By balance carried forward	301,045.49
	Taels. 736,770.77
	£ s. d.

Cr.	Taels.
By agency commissions	5,834.61
By charges at head office, branches and agencies	60,628.02
By directors' and auditors' fees	2,450.00
By income tax	915.83
By losses and claims	98,228.26
By balance carried forward	216,802.00
	Taels. 389,849.42
	£ s. d.

An amusing story is told of a little jest practised by the Sultan of Turkey at the expense of the medical experts. When the plague broke out in his capital, the Sultan asked if anything was known as to the cause. On being informed that it was to be found in the state of the drinking water, he called at once for six empty bottles, which he had filled in his presence, all from the same one of the palace wells, placed his own seal upon them, and then, without divulging their contents, a prominent analyst. To his amazement, the report sent in was that four of the samples contained plague microbes. The fifth was merely putrid water, and the sixth was quite pure. Abdul Hamid merely shrugged his shoulders, and kept his thoughts to himself.

The following advertisement is not a hundred years old—it appeared quite lately: A woman of position, fortune, and well connected, but much alone, desires to meet another individual, who may have a fine house with all its accompaniments, but may be weary of loneliness, in fact one who by circumstances is stranded on the shores of time, desirous of sympathy and friendship, to whom advertiser could go as it were on a visit, nothing binding on either side. She would read aloud, accompany in drives, &c. No salary, merely for companionship. London or its vicinity.

## LATE TELEGRAMS.

## NEWS VIA AUSTRALIA.

## THE WAR IN SOUTH AFRICA.

London, 23rd September.

## SENTENCES ON REBELS.

London, 24th September.

A steamer with 189 tourists on board has returned to Marseilles. Two of the crew are suffering from the plague. The steamer has been quarantined.

## MCKINLEY'S MURDER—ELLENWARE OF ANARCHISTS.

London, 25th September.

Miss Emma Goldman whose lectures inflamed the mind of Czolgosz, and who was arrested at Chicago on a charge in connection with the crime of Czolgosz, has been discharged from custody.

Nine anarchists who were arrested at Chicago have in the absence of evidence been discharged.

## MOTOR-CAR ACCIDENT AT DUTCH MANGUERS.

London, 25th September.

The speech from the Throne at the opening of the Netherlands Parliament was silent as regards South Africa. The Boers now in Holland were equally disappointed with that silence as they were at the omission of the Czar and President Loueb at their recent meeting to discuss the position of the burghers.

## THE USE OF BLOCKHOUSES.

London, 26th September.

Lord Kitchener reported that a line of Blockhouses from Potchafstrom in the Southern Transvaal meets another line of Blockhouses from Koppies Station on the railway in the Orange River Colony. Hence Lord Kitchener says the Gats Rand and that portion of the Vaal Valley in the enclosed district are clear of the enemy.

## HUGO'S FUND.

London, 26th September.

The magazine-rifles entrusted to the Cape-Town Town Guards have been recalled, and the automobile became unmanageable when descending a hill, and striking an arch threw its occupants against the wall. The captain of the Dutch staff received a fractured skull, and the German military attaché received a fracture of one of his legs, fractures of his ribs, and a fracture of one of his jaws.

## CORNERING THE LONDON TOBACCO TRADE.

London, 26th September.

A combination of American millionaires is reported to be moving to secure five great British tobacco-businesses, with the object of controlling the output.

## NEW GERMAN TARIFF.

London, 26th September.

A blue-book has

## NEW ADVERTISEMENTS

## WANTED.

BY an Intelligent English Widow MANAGEMENT of HOTEL or BOARDING HOUSE. Apply immediately by letter to—  
"ENGLISH," Care of Daily Press-Office, Hongkong, 17th October, 1901. [2644]

## WANTED.

A N EUROPEAN NURSE under 30 years of age for a little girl of four years. Apply by letter or personally to—  
M. C., No. 2, Les Vieux Villas, The Peak (Mount Kellet). Hongkong, 16th October, 1901. [2645]

## FOR SALE.

THE well-known RACING YACHT "DAHT" newly Overhauled and in First-class Condition. Complete with 2 Sets of SAILS, MOORINGS, DINGY, &c. &c. Very suitable for Touring purposes. Price ... 375. May be inspected at AH KING'S SHIP-WATCH. Apply to—

E. R., Care of Daily Press Office, Hongkong, 17th October, 1901. [2649]

## CHRISTMAS GREETINGS IN ADVANCE.

A N early opportunity to those wishing to send GREETINGS to their relatives and friends at home.

I have just opened a Parcel of XMAS and NEW YEAR CARDS of various pretty designs and descriptions specially selected to suit the taste of young and old.

10 cent. Discount for Cash. The low prices are astonishing. Inspection is kindly solicited.

H. RUTTONGEE, No. 3, D'Aguilar Street, Nos. 39 & 40, Elgin Road, Kowloon, and also at—

Messrs. COOPER & CO., No. 132, Wellington Street, Hongkong, 17th October, 1901. [2648]

## ORGAN RECITAL

IN THE UNION CHURCH, BY M. GEORGE GRIMBLE, ON TUESDAY.

the 22nd OCTOBER, 1901, at 5.30 P.M., Assisted by MRS. MUDIE & MESSRS. C. H. LAMMERT, MIROW and MOIR.

## PROGRAMME.

1. Grand Chorus ... Alfred Hollins
2. Tenor Recit. (From Air "Lend me Queen of Sheba") ... C. Gomm
3. (a) Cantors ... Mr. C. H. LAMMERT.
4. Violincello and Organ "Adagio Religioso," Op. 35 ... G. Borch
5. Barcarolle ... From 4th Concerto (Sterndale Bennett)
6. Soprano and Tenor (From Duet "Love Divine," Daughter of Jairus) ... Mrs. MUDIE and Mr. E. MIROW.
7. (a) Offertory ... Salomé (b) Benediction Nuptiale ... A. Hollins
- CELO—M. MOIE.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY), the 17th OCTOBER, at 11 A.M., at their Sales Rooms, 29, DES VOUX ROAD,

A Quantity of ANGLE and ROUND IRON, 12 Bundles IRON WIRE, 1 Cask ROSIN, 4 Cases CAMPAGNE, 10 Cases AMERICAN WHISKY, 42 Cases PILSENER BEER, 10 Cases CONDENSED MILK, 68 Cases FLORIDA WATER, A Quantity of ASSORTED PAINTS, 260 lbs. TOBACCO, A Quantity of CIGARETTES, &c. &c.

TERMS.—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 17th October, 1901. [2635]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 17th OCTOBER, 1901, at his Sales Room,

DUDDLE STREET, by Order of the German New Guinea Co., FOR ACCOUNT OF THE CONCERNED. 51 Bags Best Quality BECHIE-DE-MER. TERMS.—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 17th October, 1901. [2634]

## SALE BY PUBLIC AUCTION

## ONE LOT

OF V A L U A B L E L E A S E H O L D P R O P E R T I E S

at the Peak, Victoria, Hongkong, registered in the Land Office as Rural Building Lots Nos. 15 and 16.

MONDAY, 28th OCTOBER, 1901, at 3 O'CLOCK P.M., By M. H. N. MODY, at his OFFICE.

Known as STOKE'S BUNGALOWS, EAST and WEST. Plans, Particulars and Conditions of Sale may be seen at the OFFICE of MESSRS. DEACON & HASTINGS, 10, Queen's Road Central, or of the Auctioneer.

Hongkong, 17th October, 1901. [2650]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY),

THE Company's Steamship.

"MAIDZUBU MARU," Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th October, 1901. [18]

## NEW ADVERTISEMENTS

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship "THALES," Captain Robson, will be despatched for the above port TO-MORROW, the 18th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 17th October, 1901. [2651]

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship "HAILOONG," Captain Burthill, will be despatched for the above ports on SATURDAY, the 19th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 17th October, 1901. [2652]

## NIPPON YUSEN KAISHA.

THE Company's Screw Steamship "YAWATA MARU,"

3,673 tons gross, Captain A. E. Mose, will be despatched for the above port on FRIDAY, the 25th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight and Passage, apply to A. S. MIHARA, Manager.

Hongkong, 17th October, 1901. [2653]

## ENTERTAINMENT.

THEATRE ROYAL, CITY HALL.

## A GREAT ATTRACTION.

Commencing TO-NIGHT (THURSDAY), OCT. 17TH.

THE WORLD'S GREATEST WONDER WORKER.

PROF. W. A. DAVIS,

F A N T A S T I Q U E S.

The quintessence and most bewildering Entertainment in existence.

PROF. W. A. The celebrated

DAVIS Illusionist and Ventriloquist,

DAVIS having recently returned from an extended tour of the Continent and Great Britain, will appear

DAVIS in MAGIC UP TO DATE as

DAVIS now being shown in LONDON,

DAVIS PARIS and NEW YORK.

A LATTER DAY SPIRIT SCARE.

HOW MODERN GHOSTS ARE PRODUCED.

VENTRILLOQUISM AND MIMICRY.

THE FUNNIEST SHOW ON EARTH.

MR. W. F. CULLEN,

The Popular Vocalist.

Box Plan at ROBINSON PIANO CO.

Prices ... 83, 82, 81.

Hongkong, 14th October, 1901. [2666]

## NOTICE OF FIRM

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

M. R. WILLIAM BASIL DIXON has

This Day assumed Charge as CHIEF MANAGER.

By Order of the Board of Directors.

R. SHIENAN, Chairman.

Hongkong, 27th September, 1901. [245]

## WANTED.

MINERAL LABORATORIUM.

Processes by Amalgamation, Chemical Analysis,

Fire Assay, Cyanide and Chlorination.

J. M. KAUFMANN & CO.

METALLURGISTS.

Consulting Mechanical and Mining Engineers.

Assayers,

Exports in Mines, Minerals and Metals;

Mine Managers and Agents.

ROOMSCHE KERKSTRAAT,

SOERABAJA, JAVA.

Cable Address "EXPLORATION,"

Soerabaya, 14th August, 1901. [2132]

## FOR SALE.

THE Steam-launch "TING-FAT," Built

under Foreign Superintendence. The

roughly Overhauled by M. W. S. Bailey &

Co., Engineers, and Certified to be in First-class

Order and Condition. The Launch is fitted in

European Style, suitable for towing purposes

and for harbour use.

Length 63 feet, Beam 11 feet 6 inches, Depth

6 feet 3 inches in centre.

For further particulars, apply to—

L. UTS, LAUTS, WEGENER & CO.

Hongkong, 15th October, 1901. [2619]

## NOTICE.

THE Undersigned carry in Stock an

extensive line of CIGARS and

CIGARETTES from the "GERMINAL"

FACTORY of Manila, for which they are

Sole Agents in Hongkong. Prices moderate.

Stock of specially selected quality. A trial

solicited. Special Terms to Exporters.

T. M. STEVENS & CO.

1, Duddell Street.

Hongkong, 2nd Augt. 1901. [193]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 17th OCTOBER, 1901, at 2.45 P.M., at No. 48, HIGH STREET.

A QUANTITY OF HOUSEHOLD FURNITURE.

Full Particulars from Catalogue.

TERMS.—Cash on delivery.

On View on day of Sale.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 15th October, 1901. [2621]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

TO ACCOUNT OF THE CONCERNED,

TO-MORROW (FRIDAY), the 18th OCTOBER, 1901, at 11 A.M. at the BRICKFIELD WORKERS at Kowloon.

About 2,500 Tons LUMP YAE YAMA COAL;

Also

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 5th October, 1901. [2548]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG AND KOWLOON LAND AND LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 1st April, 1901. [252]

HONGKONG  
BUSINESS DIRECTORY.  
BOOKBINDING

DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

## BUILDERS

HANG ON.  
Contractor; 30, D'Aguilar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.

Mechanics engaged, Estimates given

## CHEMISTS DRUGGISTS, &amp;c.

THE VICTORIA DISPENSARY.  
Chemists and Druggists, High-class Aerated  
Waters, Drapery in Photographic  
Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

A CHIEF & CO., Established 1859.  
Every Household Requisite. Depot for  
Estmann's Kodak Films and Accessories;  
11a, Queen's Road Central.

## JEWELLERIE

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Haile

## PHOTOGRAPHERS

A FONG.  
The largest and most complete Studio in  
Hongkong. Established 1859. View  
Enlargements, Groups, Views, etc.; Develop-  
ment Works, Amateurs' Requisites

M. MUMBEYA, JAPANESE ARTIST.  
Brondi and Crayon Enlargements and  
also colouring Photos and relief Photos  
Views of China and Manila. Work  
done for Amateurs; No. 8A, Queen's  
Road Central.

## PRINTING

"DAILY PRESS" OFFICE.  
Prints read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.  
Navy Contractors, Ship Chandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

KWONG SANG & CO.  
Shipchandlers, Sailmakers, Hardware  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Voeux Road.

MORE & SELMUND,  
34 and 45, Des Voeux Road. Shipchandlers,  
Sailmakers, Biggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' composition ("Grey  
hound Brand") and Blundell  
Spence & Co.'s Composition

## TAILORS

R. HAUGHTON & CO.  
Naval Military Court, 16, Queen's Road.  
Opposite Kahn's Curio Store.

## TOBACCONISTS

D. S. DADY BURJOE, "LOS FILIPINOS."  
Importer of the Best Manila Cigars; 23  
Pottinger Street.

## WATCHMAKERS

DROZ & CO.  
19, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## OREGON LUMBER

THE Undersigned, being closely connected  
with the leading MILLS at POET-  
LAND and PUGET SOUND, are always pre-  
pared to book orders for any specifications at  
LOWEST RATES.

SIEMSEN & CO.  
Hongkong, 14th February, 1901. [59]K. WONG FUNG YU E N.  
TIMBER MERCHANTS.

No. 252, DES VOEUX ROAD WEST, Hongkong.  
Have always on hand a Large Stock of  
the following Timbers:—

AMERICAN PINE and FIR, BANGKOK  
TEAKWOOD, HARDWOOD, &c., &c.  
(in Logs and Planks).

An Inspection is respectfully solicited.

Hongkong, 5th September, 1901. [1262]

CARBOLINUM-AVENARIUS  
USED FOR OVER TWENTY YEARS.

Throughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
and Rot and Dampness.

Sole Agents for China.

LUTGENS, EINSTMANN & CO.,  
Hongkong, 31st August, 1897. [3]

## H. F. CARMICHAEL

## CONSULTING ENGINEER.

## SURVEYOR AND CONTRACTOR,

## QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG

A.B.C. Code, 4th Edition.

A.I.C. Code.

Lobier's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901. [1354]

R. J. REMEDIOS.  
FOREIGN AND COLONIAL STAMP  
DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval  
to any address on receipt of satisfactory refer-  
ences.

Also prepared to purchase used POSTAGE  
STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED

15 to 25 percent. Discount Allowed. [1356]

## [All Rights Reserved.]

## SPORT AND ANECDOTE.

By AN OLD FOOGY.

## A CENTRE FORWARD'S LEG BROKEN.

It was with unfeigned sorrow one read of the  
unfortunate accident which happened on the  
first Saturday of the football campaign to W.  
Toman, who was at the time playing centre  
forward for Everton against Wolverhampton  
Wanderers. The game was scarce ten minutes  
old when Toman was injured during a rush for  
the Wanderers' goal, with the result that he  
had to be carried away to the dressing-room,  
where it was discovered that he had sustained  
a compound fracture of the right leg. Without  
delay he was removed to the Stanley Hospital  
which is about equi-distant from both the  
Everton and Liverpool enclosures. For a  
football professional to sustain such a serious  
accident as this on the threshold of a campaign,  
and for a club to be so severely handicapped  
when the club are believed that they have  
obtained a fine line of forwards, must be distressing  
to both alike. I draw special attention to this  
misfortune with the intention of pointing out  
the great dangers of football, for such flimsy  
charges can be vamped up any day by people  
who have never played and who do not under-  
stand football. As I observed early in the year  
when Norris, of Nottingham Forest, broke his  
leg in the English Cup tie with Aston Villa, I  
remembered Charles Bramley meeting a similar  
accident against the same club two or three years  
previously. I can recall others breaking their  
legs at the game from the days of Boiger, the  
Preston North End centre; but in League  
matches in connection with the First Division  
there have been very few accidents. It is a  
difficulty to tax one's memory back to 1888, and  
feel confident; but I will say this much that  
the only other case I can recall of a broken leg  
in a game under the auspices of the First  
Division of the League, is when George Towne,  
the Notts goalkeeper, did so against Sunder-  
land on their old ground. I am not sure whether  
Joyce and Boggs of the Bolton  
Wanderers were engaged in First League bat-  
tles when they smashed their legs; but this I  
am prepared to affirm, that no form of sport,  
entailing as much exertion and excitement, and  
played by so many, has been so free from calamities  
as First League football. This is a very  
great tribute to the framers of the rules of the  
game in the first place, a self-evident testimonial  
to the ability and firmness of the referees and  
last, but by no means least, strong evidence  
that the players themselves, although, of course,  
liable to err, are far from the ruffians so often  
painted by the prejudiced pencil. W. Toman,  
who can play either inside right or centre for-  
ward, is a native of Bisap, Anglesey, in  
Durham, being born there in 1876. A dark-  
haired, hardy-looking and intelligent young  
man, he stands 5ft. 10in., and scales 1st.  
10lbs. After learning the game with the  
Aberdeen Strollers, and gaining experience  
with Dundee and other northern teams, he joined  
Bury. There he made such a reputation that he was eventually snapped up by  
Everton. But like John Cameron, when he  
was at Everton he did not realise expectations,  
and also like Cameron he sailed away from the  
Mersey for the South of England. But after  
a season with Southampton, he was glad to  
return to Everton. Of course a good centre, we  
rarely breathe of a great centre, is a  
rarity nowadays. The position is so exacting,  
for a player requires more than the average  
share of courage, smartness of decision, and  
rapidity of action. He must always be what  
Bret Harte would describe as perfectly "hum-  
kool, and kerleek," and has a capacity for  
receiving hard knocks only equalled by a block  
of seasoned beech. Now it is not every day that  
a club discovers a man of this character.  
Toman was to be the long-looked-for centre  
forward: poor fellow! Everton, I believe, have  
three other centre forwards, the pivots round  
which teams revolve, and these include Proudfit,  
the old Blackburn Rover who has been at  
Goodison Park for three years, and A. Young,  
a well-made young Scotchman of 21, who has  
been in the ranks of Paisley St. Mirren and  
Falkirk. It is to be hoped that Toman's leg  
will make a perfect limb again, and that he will  
suffer no loss of nerve, as he is still a young  
player.

FOOTBALL FORM.  
Twelve months ago Everton defeated Wolver-  
hampton Wanderers by 5-1, but last Saturday  
with four forwards they prevailed by 6-1, that  
sturdy Bantam left-winger, the one and only  
James Settle, Esq., scoring three goals, and  
the hard-working unpretentious J. D. Taylor,  
who is now 28 years old, helping himself to  
three others. This strikes me as rather a curio-  
sity, although at Wolverhampton perhaps they  
called it a "thorough licking fra' two lads."  
By the way, the neighbours of Everton—it  
was a pleasant quarter of an hour's walk  
across St. John's from one ground to another  
—I mean Liverpool, had quite another experi-  
ence at Stoke, for the champions of last season  
were defeated in their second match—for Hig-  
ginson shot a goal, whereas the Anfielders had  
to go empty away. That goal means two val-  
uable points to Stoke. Again at Bury the ex-  
champions, Aston Villa, who were playing an  
entirely new left wing in Clarke and Bachu and  
two fresh half-backs in Wood and Miller,  
rather surprised the East Lancashire team by  
making an honourable draw. No goals were  
registered, whereas for several seasons past  
Bury have triumphantly marked up two points  
for this home fixture. As for the other matches  
in connection with the First Division of the  
League they resulted just the same as last  
year, so far as the distribution of points  
goes, although there might have been the  
difference of an odd goal here and there.  
Small Heath have commenced capitally, by  
drawing with Liverpool and beating the  
Bolton Wanderers, have made an excellent  
start, and this puts off hope in their hearts and  
strength in their limbs. To me it was a sad

spectacle to see such honoured clubs battering  
away at each other in the Second Division,  
and above all poor old Preston North End  
beaten by West Bromwich Albion by 3-1. I  
really have a soft place in my affection for  
both of them, and whichever had lost was enti-  
tled to my sorrow. But what shall I say of  
another of our old favourites, Queen's Park.  
Simply crushed with amateurism, of which they  
are justifiably proud, the "Queen's" refused  
to countenance any League. However, in  
1899-1900, the "Spiders," we used to describe  
them, were induced to enter the Inter-City  
League, comprising four clubs from Glasgow  
and two from Edinburgh. But old Queen's were  
lost, and in ten games only won five points,  
reckoning on the ordinary method. Last year  
(1900-01) in this same Inter-City League  
they only gained one victory and three points.  
In the Scottish League they were No. 8 in  
twelve clubs and made but 17 points in 20  
matches. Evidently League football and the  
constant training it entails are too great a  
strain for amateur footballers. For instance,  
last Saturday the Queen's had to encounter the  
Edinburgh Hibernians, and the "Hibs" won  
by no fewer than 8-1. Shades of the great  
departed, what a thrashing! What do Watty  
Arnott, Charles Campbell, Johnnie Kay, Tom  
Robertson, and Dr. John Smith think of this  
state of things. Eh, mon! it's just fearful that  
the name of a grand old club should be drab-  
bled with mud-stains like this. Fancy a club  
which has gained every possible honour, which  
never had a goal notched against the defence  
for the first seven years of its existence, and  
whose team has on occasion been strong enough  
for Scotland, actually losing by 8-1 to the  
Edinburgh Irishmen, who are by no means the  
most powerful club in Scotland. So far as I  
can see at present that honour belongs to the  
Glasgow Celtic—the brothers of the West  
who organised themselves directly the "Hibs"  
carried off the Scottish Cup to Edinburgh in  
the Jubilee year of 1897. And yet on Monday  
night the Celtic were defeated by Glasgow  
Rangers 3-1, and that in the final tie for the  
Glasgow Exhibition Cup—a handsome trophy.

A HURDLING MATCH.

A footrace over hurdles is by no means a  
common occurrence in these days, although I  
have known two professional pedestals decide  
a match of this description. However, at the  
autumn meeting of the Salford Harriers last  
Saturday, there was a genuine battle between  
two amateurs over hurdles. The distance was  
440 yards on level terms, and the competitors,  
Leslie Aubrey Burton, a young gentleman  
from near Birkenhead, and Alfred Trafford,  
of Birmingham. But a very short time ago  
Trafford was the champion hurdler of England;  
though some sixteen months ago, I fancy, a  
duffy-haired, yellow-skinned, split-lath, who  
masqueraded as a human being under the name  
of Alvin Krenstein, knocked all the hope and  
ambition out of him. Then this young Burton,  
who looks like a handsome Yankee, came on the  
scene, and the rivalry which ensued ended in  
this match. Burton had enjoyed a special  
training which Trafford, as an engineer, could  
not manage, the result being that Burton  
always led and eventually won by three yards  
in 58 and one-fifth seconds, as compared with  
the record of 57 and four-fifth seconds put up  
by Dr. Tim Donovan at Crewe in June, 1896.  
Considering the time of year and breeze the  
performance of Burton is possibly better than  
that of Donovan. Perhaps we have discovered  
another really good hurdler.

London, 14th September.

## A NEW SCULLING CHAMPION.

What was once a noble sport in England  
may receive a sort of ephemeral notoriety again  
by the victory which George Towne has just  
gained over Jacob Gaudaur for the sculling  
championship of the world. The event was  
decided last Saturday at a place with the not  
very euphonious name of Rat Portage, which I  
am given to understand is on the Lake of the  
Woods, Manitoba. Whatever sheet of water  
there is in this spot does not appear to me very  
desirable for a world's championship in the fine  
art of sculling, inasmuch as the three miles  
course necessitated a turn round a buoy. At  
this point Towns led by six seconds, and even-  
tually he won a well contested race by five  
lengths in 20 minutes 30 seconds. Now, I do  
hope that no one will claim this as a victory for  
Old England, although Towns is the champion  
of this country. As a matter of fact George  
Towns is a New South Welshman, who has been  
taken in hand by Tom Sullivan, who once  
aspired to be champion oarsman of the world,  
but finding himself no match for such a  
brawny giant as Jim Stanbury on the Para-  
matta river, in Australia he came to Eng-  
land. But little "Wag" was not good enough to beat  
even little "Wag" Harding on the bosom  
of old Father Thames—and then some thought  
that this light lad was a world's champion and  
pitted him against Stanbury. Fancy a youth of  
1st. at the most in a row-boat against a man  
just under 6ft. weighing 13st. and 41/2in. round  
the chest. Poor "Wag" has never been heard  
of since. But then Jake Gaudaur came to  
England, and wrested the title from Stanbury.  
That was on Sept. 7th, 1896, and he took the  
honour back with him to Upper Canada. If  
you want to win the sculling championship  
of the world you had to go to Canada for it.  
In the "stable," so to speak, of Tom Sullivan, a  
very worthy man who keeps a popular riverside  
hotel at Hammersmith, was this George Towns,  
who eventually became champion of England,  
for we have no scullers now. Indeed, the  
last race for the professional sculling hon-  
ours of this country lay between two Colonials  
in Towns and Wray. The former has been  
in fine trim this year, for he was one of the  
three men who rowed in a boat from Oxford  
to London last summer in record time. The  
boat was specially built by the order of Mr.  
Spencer Gollan, the golfer and racehorse owner,  
and he himself, with Towns and Sullivan,  
rowed in what's called a triple sculling boat  
from the Folly Bridge to Putney (10  
miles 3 furlongs) in 13 hours 50 minutes.  
Naturally, all the three men were very much  
exhausted at the finish, but they could comfort  
themselves that they had accomplished a great  
feat. Towns was a brave fellow to board  
Gaudaur at home, and tackle him on his own  
water. But Sullivan went with him, and Towns  
has prevailed, although he trained very light.  
Of course, Gaudaur is now 45, but he stands  
over 6ft., weighs 13 stone, and is wonderfully  
well preserved for his age. Of course, defeat  
comes to all champions, and nothing contributes  
more to the downfall of popular favourites than  
Anno Domini. Still, a man who will go  
to America or Canada and beat a native on his own  
water at his own game deserves all the reward  
he can scoop. Towns is 32, and stands 5ft. 8in.

THE OVAL WONDERWORKER.  
Yes, He's done it! The facility with which  
he handles canoe made the world suggest that  
Abel had enjoyed plenty of practice since the  
days of Adam. Well, Abel is not quite such  
an amateur cricketer as that, but, as I said last  
week, he will soon complete his 42nd year; and  
now when he has concluded a long season for  
Surrey he has beaten "Banji's" record and  
compiled the highest aggregate ever attained  
in one season by any cricketer in the whole  
world. That's something like a record, I know.  
When stumps and the match between Yorkshire  
and the Rest of England were drawn at Hastings  
last Saturday, Abel's little lot had reached  
3,224, whereas "Banji's" great year of 1889

yielded 3,189. Wherefore Abel advances to the  
head of the form with the Indian as second boy

PIANOFORTE TUNING AND  
REPAIRING.

M. R. E. A. BROWNE is prepared to  
undertake the above at reasonable rates.  
All Repairs done personally.

TUNING . . . . . \$3.50.  
Address: CAR OF DRAGON CYCLE STORE,  
D'Aguilar Street.  
Hongkong, 4th September, 1901. [2250]

## NOTICE:

THE Undersigned will not be RESPONSIBLE  
for any DEBTS contracted by his  
wife PALMYRA AUGUSTA TERCIO DA  
SILVA, and every person is hereby prohibited  
from giving her any Credit.

JOAO JOSE DAS DORES-BARROS  
Hongkong, 3rd October, 1901. [2502]

## CARTRIDGES.

## NOTICE:

NOBEL'S SPORTING BALLISTITE.  
Absolutely Smokeless and Water-resisting  
THE BEST NITRO-POWDER IN THE WORLD.  
PRICE OF 12-BORE CARTRIDGES—  
Loaded with . With Powder  
Pegamoid Cases .25. \$7.40  
Primrose Cases .6.25 8.00  
Ejector Brass Cases .9.00 8.65  
per cent.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commanding from Green Island. Vessels anchoring nearest Kowloon are marked *h*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	9 m.	A. L. Valentini	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON	CANTON	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 22nd inst.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 12th November.
LONDON	MACHAON	Jap. str.	2 m.		BUTTERFIELD & SWINE	On 26th November.
LONDON	AWA MARU	Jap. str.	2 m.	R. Trent	NIPPON YUSEN KAISHA	On 1st Nov., at Daylight.
LONDON & ANTWERP VIA MARSEILLES, &c.	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th November.
LIVERPOOL DIRECT	SACHSEN	Ger. str.	2 m.		MELCHERS & CO.	On 31st inst., at Noon.
BREMEN, VIA PORTS OF CALL	LAOS	Fren. str.	2 m.		MESSAGERIES MARITIMES	On 21st inst., at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	HAKATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	KÖNIGSBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE, BREMEN & HAMBURG	BAIERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE, BREMEN & HAMBURG	SEGOVIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	SUERIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	NÜRNBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 25th December.
HAVRE & HAMBURG	SERIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 11th January.
HAVRE & HAMBURG	TESTE	Aus. str.	2 m.		SANDER, WIELER & CO.	To-day.
HAVRE & HAMBURG	STATE OF MAINE	Amer. ship.	2 m.		CARLOWITZ & CO.	Quick despatch.
HAVRE & HAMBURG	SATSUMA	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 26th inst.
HAVRE & HAMBURG	MANUEL LLAGUNO	Amer. ship.	2 m.		SHEWAN, TOMES & CO.	On or about 25th inst.
HAVRE & HAMBURG	CLAVEDALE	Brit. str.	2 m.		CARLOWITZ & CO.	On 12th November.
HAVRE & HAMBURG	ADANA	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On 16th November.
HAVRE & HAMBURG	ASAMA	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On 13th December.
HAVRE & HAMBURG	EMPEROR OF CHINA	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On 23rd inst.
HAVRE & HAMBURG	TAATAR	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On 6th November.
HAVRE & HAMBURG	GLENOGLE	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On 1st November.
HAVRE & HAMBURG	KINSHU MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
HAVRE & HAMBURG	CHINA	Amer. str.	2 m.		PACIFIC MAIL S. S. CO.	On 5th Nov., at Noon.
HAVRE & HAMBURG	NIPPON MARU	Jap. str.	2 m.		TOYO KISEN KAISHA	On 26th inst.
HAVRE & HAMBURG	STRATFOYLE	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 21st inst.
HAVRE & HAMBURG	AUSTRALIAN	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 24th inst., at 4 P.M.
HAVRE & HAMBURG	YAWATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
HAVRE & HAMBURG	CHANGSHA	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 12th November.
HAVRE & HAMBURG	MAURUS BACQUEHEM	Aus. str.	2 m.		SANDER, WIELER & CO.	On 20th inst., at Daylight.
HAVRE & HAMBURG	JAPAN	Brit. str.	2 m.		P. & O. S. N. CO.	On or about 26th inst.
HAVRE & HAMBURG	HITACHI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 25th inst., at Daylight.
HAVRE & HAMBURG	KASUGA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	To-morrow, at Noon.
HAVRE & HAMBURG	TOURA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 24th inst., at Noon.
HAVRE & HAMBURG	PAKHOI	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 20th inst.
HAVRE & HAMBURG	ANNAM	Fren. str.	2 m.		BUTTERFIELD & SWINE	On or about 26th inst.
HAVRE & HAMBURG	PARAWATIA	Brit. str.	2 m.		MESSAGERIES MARITIMES	On or about 26th inst.
HAVRE & HAMBURG	MAIDZURO MARU	Jap. str.	2 m.		P. & O. S. N. CO.	On 30th inst.
HAVRE & HAMBURG	ANPING MARU	Jap. str.	2 m.		SHEWAN, TOMES & CO.	On 23rd inst., at Daylight.
HAVRE & HAMBURG	DAIGI MARU	Jap. str.	2 m.		DODWELL & CO., LIMITED	On 20th inst.
HAVRE & HAMBURG	THALES	Brit. str.	2 m.		DOUGLAS LAPRAIK & CO.	To-morrow, at Daylight.
HAVRE & HAMBURG	HAILOONG	Brit. str.	2 m.		DOUGLAS LAPRAIK & CO.	On 19th inst., at Daylight.
HAVRE & HAMBURG	HAICHING	Brit. str.	2 m.		DOUGLAS LAPRAIK & CO.	On 20th inst., at Daylight.
HAVRE & HAMBURG	LOONGSANG	Brit. str.	2 m.		SHEWAN, TOMES & CO.	To-morrow, at 4 P.M.
HAVRE & HAMBURG	PERLA	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 23rd inst., at 4 P.M.
HAVRE & HAMBURG	SUNGKANG	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
HAVRE & HAMBURG	YAWATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWINE	On 12th November.
HAVRE & HAMBURG	CHANGSHA	Brit. str.	2 m.			

## SHIPPING.

## VESSELS ON THE BERTH.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE. (Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE & ADRIATIC PORTS.)

THE Company's Steamship "TRIBSTE," Captain A. Mitis, will be despatched as above to-day, the 17th instant.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 30th September, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "LOONGSANG," Captain Weigall, will be despatched as above to-morrow, the 18th instant, at 4 P.M.

This Steamer has superior accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 14th October, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship "MARQUIS BACQUEHEM," Captain Blaiford, will leave for the above places on SUNDAY, the 20th inst., at DAYLIGHT.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 14th October, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship "HAICHING," Captain Davis, will be despatched for the above port on SUNDAY, the 20th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 14th October, 1901.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship "DAIGI MARU," Captain K. Sobejima, will be despatched for the above port on SUNDAY, the 20th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th October, 1901.

NOT RESPONSIBLE FOR DEBT.

The German steamer "Devawongse," from Bangkok 8th inst., had strong N.E. gale with heavy sea.

The British steamer "Pyrrhus," from Japan via Foochow and Amoy 14th inst., had strong N.E. wind and high following sea right down.

The British steamer "Thales," from Swatow 15th inst., had strong N.E. to N. breeze, fine, cloudy weather and high N.E. sea.

DEPARTURES.

16th October.

DAARDANUS, British str., for Shanghai.

HAMBURG, German str., for Europe.

KIAUTSCHO, German str., for Shanghai.

MAIDZURO MARU, Japanese str., for Swatow.

Pyrrhus, British str., for Singapore.

Sullberg, German str., for Canton.

Thales, British str., for Swatow.

Ulysses, British str., for Singapore.

Wingang, British str., for Swatow.

SHIPPING REPORTS.

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The British steamer "Thales," from Swatow 15th inst., had strong N.E. to N. breeze, fine, cloudy weather and high N.E. sea.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £43.

Excellent accommodation. First-class Table, Doctor and STEWARDESS carried.

Passenger to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINE.

HONGKONG TO NEW YORK, £43.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £22.

The best route to the KLODNEY Gold Fields. Frequent Sailings from VICTORIA and TACOMA to DYEIA and ST. MICHAEL.

Rates of Passage to other Ports on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED.</

VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM GLASGOW AND LIVERPOOL	STEAMERS "LAERTES"	DUE On 20th October.
GLASGOW AND LIVERPOOL	"MACHAON"	On 23rd October.
GLASGOW AND LIVERPOOL	"PROMETHEUS"	On 28th October.

## HOMEWARDS.

FOR LONDON	STEAMERS "CALCHAE"	TO SAIL On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 20th November.

LIVERPOOL DIRECT  
(Taking cargo at London rates)  
The S.S. "LAERTES" left Singapore on the 15th inst., a.m., and is due in Hongkong on the 20th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 7th October, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

## FOR

STEAMERS TO SAIL.

TIENTSIN	"PAKHOI"	On 20th October.
MANILA	"BUNGKIAH"	On 24th October.
MANILA	"CHANGSHA"	On 12th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 12th November.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th October, 1901.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.

THE Company's Steamship

"ANNAM,"

Captain Sellier, will be despatched for the above ports on or about SUNDAY, the 20th inst.

For Freight or Passage, apply to

P. DE CHAMPMORIN,  
Acting Agent.

Hongkong, 14th October, 1901.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOT-POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DJIBOUTI, EGYPT,  
MAURITIUS, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 21st October, 1901,  
at 1 p.m., the Company's Steamship  
"LAOS," Captain Bignier, with Mail,  
Passenger, Specie and Cargo, will leave this  
port for MARSEILLE, via ports of call,  
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 p.m.  
Specie and Parcels until 3 p.m. on the 20th  
October. (Parcels are not to be sent on board;  
they must be left at the Agency's Office). Con-  
texts and Value of Packages are required.

For further particulars, apply at the Com-  
pany's Office.

P. DE CHAMPMORIN,

Acting Agent.

Hongkong, 9th October, 1901.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENS-  
LAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helm, will be despatched for the  
above ports on THURSDAY, the 24th inst.,  
at 4 p.m.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is fitted throughout with the  
Electric Light.

A Steamer and a duly qualified Surgeon  
are carried.

N.B.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the steamers of the China Navigation  
Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 4th October, 1901.

REGULAR STEAMSHIP SERVICE TO  
NEW YORK.

VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA,"

On 20th October.

"KUINDJIAN,"

On 24th November.

"LENNOX,"

On 24th November.

"RICHMOND CASTLE,"

End of November.

"ORONSAY,"

"HILLGLEN,"

"LOWTHER CASTLE,"

For Freight and further information, apply to

DOUDWELL & CO., LTD.

Agents.

Hongkong, 4th October, 1901.

FOR NEW YORK.

THE 3/3 L.I. American ship

"STATE OF MAINE,"

Captain Colcord, will be ready to load on the  
1st November for the above port, and will  
leave quick despatch.

For Freight, apply to

CARLOWITZ & CO.

Hongkong, 21st September, 1901.

## VESSELS ON THE BERTH.

## U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 19th October, at DAYLIGHT.
"DORIC"	TUESDAY, 29th October, at NOON.
"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 30th November, at NOON.
"CITY OF PEKING"	SATURDAY, 7th December, at NOON.
"GAELIC"	SATURDAY, 14th December, at NOON.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th October, at DAYLIGHT, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Conular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 8th October, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO

AND SAN FRANCISCO, VIA  
INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "STEATHOYLE" ..... On 20th October.

S.S. "KVARVEN" ..... On 20th November.

S.S. "THYRA" ..... On 13th December.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY, on payment of  
24 in addition to the regular tariff rate.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Conular Invoices to accompany Cargo destined to points beyond San Diego should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 14th October, 1901.

## NOTICE TO CONSIGNEES.

THE P. &

## POST OFFICE NOTICES.

The *Doric*, with the American Mail of the 20th ult., left Yokohama on the 11th inst., at daylight, and may be expected here to-morrow.  
The *Amam*, with the French Mail of the 20th ult., left Singapore on Monday, the 14th inst., at 2 p.m., and may be expected here on or about Monday, the 21st inst. This Pack *Brings* replies to letters despatched from Hongkong on the 17th August.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton		Harbou
Palibang		Thursday, 17th, 7.30 A.M.
Quang-chow-wan, Hoihow, Pakhoi & Haiphong		Thursday, 17th, 8.00 A.M.
Hongay		Thursday, 17th, 8.00 A.M.
Shanghai		Thursday, 17th, 11.00 A.M.
Swatow and Shanghai		Thursday, 17th, 11.00 A.M.
Straits and Calcutta		Thursday, 17th, 1.00 P.M.
Moj, Kobe, Yokohama, and Portland (Or.)		Thursday, 17th, 1.30 P.M.
Swatow		Thursday, 17th, 3.00 P.M.
Singapore		Thursday, 17th, 5.00 P.M.
Singapore, Penang and Colombo		Thursday, 17th, 5.00 P.M.
Canton		Thursday, 17th, 5.00 P.M.
Nagasaki, Kobe and Yokohama		Friday, 18th, 11.00 A.M.
Singapore and Penang		Friday, 18th, 11.00 A.M.
Manila		Friday, 18th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU and SAN FRANCISCO

Swatow, Amoy and Tamsui	
Singapore	
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, U.S.A.	
Kohkohama and Kobe	
Swatow, Amoy and Foochow	
Tientsin	
Moji, Kobe and Yokohama	
Kulat and Sandakan	

EUROPE, &c., India via Tuticorin.  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
VICTORIA and VANCOUVER, B.C.  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila

## TO-DAY.

Sale, Béché-de-mer, Sales Rooms, Mr. Goo, P. Lammer.  
Sale, Miscellaneous, 20, Des Voeux Road, Messrs. Hughes & Hough, 11 a.m.  
Meeting, Canton Insurance Office, noon.  
Sale, Household Furniture, No. 4, High Street, Mr. Goo, P. Lammer, 2.45 p.m.  
Prof. Davis's Fantasticks, City Hall, 9 p.m.

## TO-MORROW.

Sale, Household Furniture, Magdalen Terrace, Magazine, Goo, Messrs. Hughes & Hough, 11 a.m.  
Sale, Coal, Briqueaux Works, Kowloon, Messrs. Hughes & Hough, 11 a.m.  
Sale, Coal, Messrs. Jardine, Matheson & Co., Godowns, East Point, Messrs. Hughes & Hough, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

16th October.

ON LONDON.— Telegraphic Transfer 1/10.  
Bank Bills, on demand 1/11.  
Bank Bills, at 30 days' sight 1/11.  
Bank Bills, at 4 months' sight 1/11.  
Documentary Bills, 4 months' sight 1/11.

ON PARIS.— Bank Bills, on demand 2.41.  
Credits, at 4 months' sight 2.41.

ON GERMANY.— On demand 1.95.

ON NEW YORK.— Bank Bills, on demand 46.  
Credits, 60 days' sight 47.

ON BOMBAY.— Telegraphic Transfer 143.  
Bank, on demand 143.

ON CALCUTTA.— Telegraphic Transfer 143.  
Bank, on demand 143.

ON SHANGHAI.— Bank, at sight 73.  
Private, 30 days' sight 74.

ON YOKOHAMA.— On demand 6 p.m. pm.

ON MANILA.— On demand 4.2 p.m. pm.

ON SINGAPORE.— On demand 1 p.m. pm.

ON BATAVIA.— On demand 11.02.

ON HAIKONG.— On demand 11 p.m. pm.

ON SAIGON.— On demand 1 p.m. pm.

ON BANGKOK.— On demand 60.

SOVEREIGNS, Bank's Buying Rate \$19.32.  
GULD LEADS, 100 fine, per tael \$5.00.

BAR SILVER, per oz. 26.7.

## OPIUM.

16th October.

Quotations are:— Allow 'em net to 17th.  
Malwa New \$600 to \$910 per picul.  
Malwa Old \$520 to \$830.  
Malwa Old \$840 to \$850.  
P. P. per-wrapped \$720 to —.  
Persian incense 8730 to —.  
Persian extra fine — to —.  
Patna New \$840 to — per chust.  
Patna Old \$850 to —.  
Benares New \$815 to —.  
Benares Old \$830 to —.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The O. & O. steamer *Doric*, with mails, &c., from San Francisco to the 20th ult. via Honolulu, Inland Sea, Kobe, Nagasaki and Shanghai, port on the 10th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The T.K.K. steamer *Nippon Maru*, with mails, &c., from San Francisco to the 17th ult., via Honolulu, has arrived at Yokohama, and will leave for this port this morning, the 17th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The P.M. steamer *Pera*, with mails, &c., left San Francisco for this port via Honolulu, Yoko-hama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 15th inst.

The O. & O. steamer *Coptic*, with mails, &c., left San Francisco for this port via Honolulu, Yoko-hama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 15th inst.

The Indo-China steamer *Saisang*, from Calcutta and the Straits, left Singapore for this port on the 11th inst., at 4 p.m.

## JOINT STOCK SHARES.

Hongkong, 10th October.

COMPANY.	PAID UP.	QUOTATIONS.
Banks		
Hongkong & Shanghai	\$125	£6.00
China & Japan, ordy.	\$1	£15.
Do, deferred	\$1	£5.50.
Natl. Bank of China		
A. Shares	25	£23, sellers
B. Shares	28	£22, sellers
Four. Shares	21	£15, sellers
Bell's Asbestos E. A.	21	£1.10.
Campbell, Moore & Co.	\$10	£2.00.
China-Borneo Co., Ltd.	\$15	£3.80.
China Light and Power Co., Ltd.	\$20	£20, nominal.
China Prov. L. & M.	\$10	£0.70, sellers.
China Sugar	\$100	£1.00.
Cigar Companies		
Albania, Ltd.	\$500	£7.50, sellers
Philippine Tobacco Trust Co.	\$50	£5.00, nominal.
Cotton Mills		
Two	£100	£4, 10, buyers
International	£100	£4, 15, buyers
London Kang Mow	£100	£4, 10, buyers
Soychow	£100	£4, 11.
Yakohoo	£100	£4, 12, buyers
Hongkong		
Dairy Farm	£5	£5, buyers
Vanwick & Co., Geo.	£25	£5.50, sellers
Green Island Cement	£10	£1.10, buyers
H. & C. Bakery	£50	£1.10, buyers
Hongkong & C. Gas	£10	£1.20, buyers
Hongkong Electric	£5	£5, sellers
H. L. Tramways	£100	£20, buyers
Hk. Steam Water-boat Co., Ltd.	£7	£5, buyers
Hongkong Hotel	£50	£1.10, buyers
Hongkong Ice	£25	£1.10, buyers
H. & K. Wharf & G.	£50	£0.80, sellers
Hongkong Rope	£50	£1.75, sales & buy.
H. & D. Dock	£50	£2.00, sellers
Insurance		
Canton	£50	£0.80, buyers
China Fire	£20	£0.80, buyers
China Traders	£50	£0.80, buyers
No. 12 China	£25	£0.90, buyers
Straits	£20	nominal.
Union	£50	£2.25, buy. ex div.
Yangtze	£200	£1.20, buyers
and Building		
Hongkong Land Inv.	£100	£1.95, sellers
Humphreys Estate	£10	£1.95, sellers
Kowloon Land & B.	£80	£1.14.
West Point Building	£60	£1.80, buyers
Luzon Sugar	£100	£0.80, sellers
Janla Invest. Co., Ltd.	£50	£0.80, nominal
Mining		
Charbonnages	£200	£2.50.
Jeubonne	£5	£0.80, sellers
Queen's Mines, Ltd.	£25	£0.80, buyers
Oliver Mines, A.	£5	nominal.
Do	£4	nominal.
Panjim	£5	£0.80, sellers
Do, Preference	£5	£0.80, buyers
Ends	15/19	£1.14, buy. ex div.
New Amer. Dock	£50	£0.80.
Oriente Hotel, Manila	£20	£0.80.
Powerh. Ltd.	£50	£0.80.
Robinson Piano Co., Ltd.	£50	£0.80, nominal
Steamship Coys.		
China and Manila	£50	£0.80, sellers
China Mutual Prof.	£10	£1.10, buyers
China Ordinance	£7.10	£17.10, sellers
Do	£5	£0.80, sellers
Douglas Steamship	£15	£0.74, sales
H. & C. Canton and M.	£16	£1.17, buyers
Indo-China S. N.	£10	£1.17, buyers
Shell Transport and Trading Co.	£1	£2.10, sellers
Star Ferry	£10	£0.80, buyers
United Asbestos	£5	£1.
Universal Trading	£20	£0.80, sellers
Co., Ltd.	£30	£0.80, nominal
Wanchai Warehouse	£37	nominal.
Watki's, Ltd.	£10	£1.00.
Watson & Co., A. S.	£10	£0.80, sellers
Perla		
Sungkang		

## LAOS.

THE FRENCH MAIL.	
The M.M. steamer <i>Annam</i> , with the next French mail, 1st ult. Singapore on the 14th inst., at 2 p.m., for this port via Saigon.	
THE C.P.N. steamer <i>Empress of India</i> left Vancouver on the 8th inst., a.m., for Hongkong via the usual ports of call.	
THE N.D.L. steamer <i>Marburg</i> , from Hamburg, left Singapore for this port on the 12th inst., and may be expected here on or about to-morrow.	
The N.Y.K. steamer <i>Tsun Maru</i> (American Line) left Kobe via Shanghai for this port on the 12th inst., p.m., and is expected to arrive here on the 13th inst.	
The O.S.S. steamer <i>Laertes</i> left Singapore on the 13th inst., a.m., and is due here on the 20th inst.	
The E. & A. steamer <i>Australian</i> , for Australia, left Kobe on the 14th inst. for this port via Fowchow.	
The N.D.L. steamer <i>Marburg</i> , from Hamburg, left Singapore for this port on the 15th inst., and is due here on the 22nd inst.	
The N.Y.K. steamer <i>Mike Maru</i> (Bombay Line) left Bombay via Colombo and Singapore for this port on the 15th inst., and is expected to arrive here on the 1st inst.	
The N.Y.K. steamer <i>Yeveta Maru</i> (Australian Line) left Kobe via Moji and Nagasaki for this port on the 15th inst., a.m., and is expected to arrive here on the 22nd inst.	
The C.M. steamer <i>Opacik</i> , from Glasgow and Liverpool, passed the Canal on the 8th inst., and may be considered due at Singapore on or about the 26th inst.	
The O.S.S. steamer <i>Laertes</i> left Singapore on the 13th inst., a.m., and is due here on the 20th inst	